

BookletChart™

Passaic and Hackensack Rivers

NOAA Chart 12337

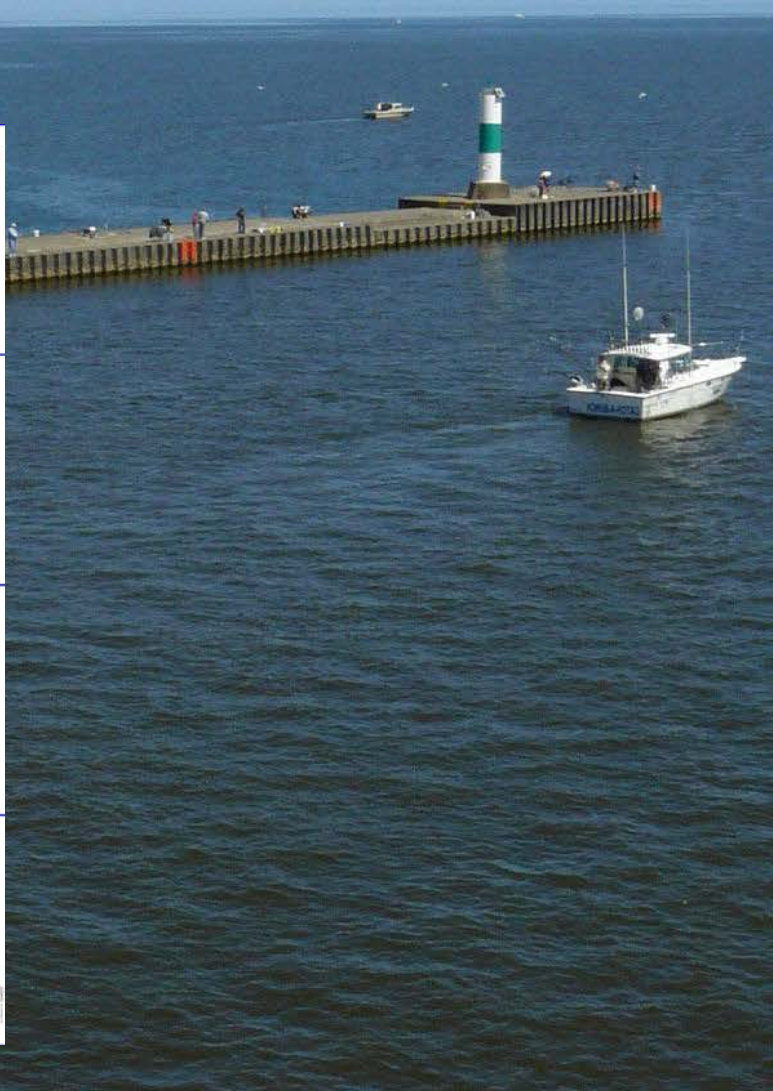
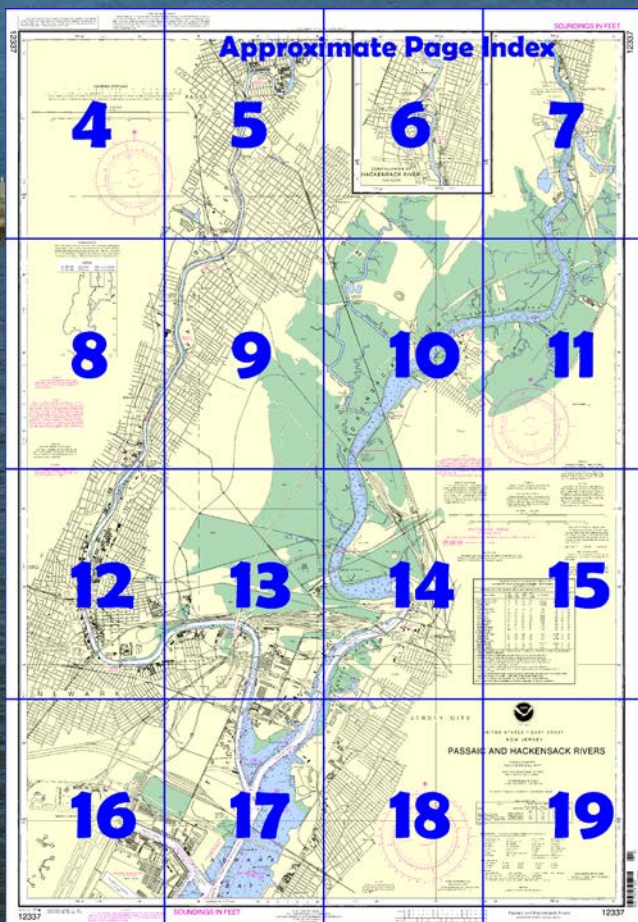


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

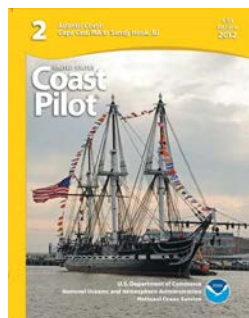
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12337>.



(Selected Excerpts from Coast Pilot)

Newark Bay has a length of about 4 miles from Kill Van Kull to the junction of the two channels leading to Passaic and Hackensack Rivers. The greater part of the bay is very shoal, but a dredged channel leads through the bay to the rivers. The channel is well marked by lights and buoys. Strangers in small vessels should have no difficulty when using the chart as a guide. Deep-draft vessels should employ a pilot.

Channels.—Federal project depth in the main channel to about 0.3 mile north of the branch channel to the Port Elizabeth Marine Terminal is 45 feet, thence 40 feet to Port Newark, thence 35 feet to the junction of

Passaic and Hackensack Rivers. (See Notice to Mariners and latest editions of charts for controlling depths.)

Anchorage.—General and special anchorages are in Newark Bay. (See **110.1**, **110.60 (q)**, **(r)**, and **110.155 (h)**, chapter 2, for limits and regulations.)

Ice.—Ice sometimes closes navigation during a part of January and February.

The **Port Elizabeth Marine Terminal** operated by the Port Authority of New York and New Jersey, is on Newark Bay in Elizabeth, NJ, on the south side of Elizabeth Channel south of Port Newark. The facility is about 8 miles from The Narrows via Kill Van Kull. It is adjacent to the New Jersey Turnpike and Newark Airport in the heart of the New Jersey industrial area, about 25 minutes by highway from Manhattan. The terminal has 25 deep-draft berths with depths of 32 to 40 feet reported alongside, and deck heights of 12 feet. In 1996, a rock with 36 feet of water over it was reported in about 40°40'26.6"N., 74°7'57.1"W., about 200 yards NNE of Buoy 14.

A large container-handling complex with extensive lift-on/lift-off and roll-on/roll-off systems is at the terminal. Included in this complex are cranes up to 50 tons, mobile straddle carriers with 32-ton capacities, cargo-handling buildings with more than 1-million square feet of storage space, and a large area for open storage. A Class I railroad provides the terminal with direct rail services. Excellent cargo handling and storage facilities are available.

Channels.—Federal project depth in Elizabeth Channel, leading to the terminal from the main channel in Newark Bay, is 45 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

Port Newark Terminal, operated by the Port Authority of New York and New Jersey, is on the western side of Newark Bay 2.7 miles above the south entrance, northward of the Port Elizabeth Marine Terminal. It is in the heart of the New Jersey industrial area, adjacent to the New Jersey Turnpike and Newark Airport. There are 37 deep-draft berths; reported depths alongside, 32 to 35 feet; deck heights, 11 to 12 feet; many transit and storage areas and excellent cargo handling facilities. A Class I railroad provides the terminal with direct rail service.

Channels.—Federal project depth in Port Newark Channel and Port Newark Pierhead Channel, leading to the terminal from the main channel in Newark Bay, is 40 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

The New Jersey Turnpike (IS 78) bridge, 0.7 mile above the entrance to Port Newark Terminal, has a fixed span with a clearance of 135 feet. The railroad bridge, 0.2 mile above the New Jersey Turnpike bridge, has a vertical-lift span with a clearance of 35 feet down and 135 feet up. The bridgetender at the railroad bridge monitors VHF-FM channel 13; call sign KS-9968.

A marina on the east side of Newark Bay about 0.9 mile above the New Jersey Turnpike bridge provides berths, gasoline, diesel fuel, water, electricity, ice, storage, marine supplies, and a 25-ton lift; hull and engine repairs can be made.

Passaic River, which flows into the northwest end of Newark Bay, is used by vessels to **Passaic**, a manufacturing city at the head of navigation 13 miles above the mouth. Above the Wall Street bridge at Passaic the river is obstructed by boulders partly showing above the water for 1.5 miles to the **Dundee Dam**. The city of **Newark** extends along the river for a distance of nearly 5 miles above the mouth.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

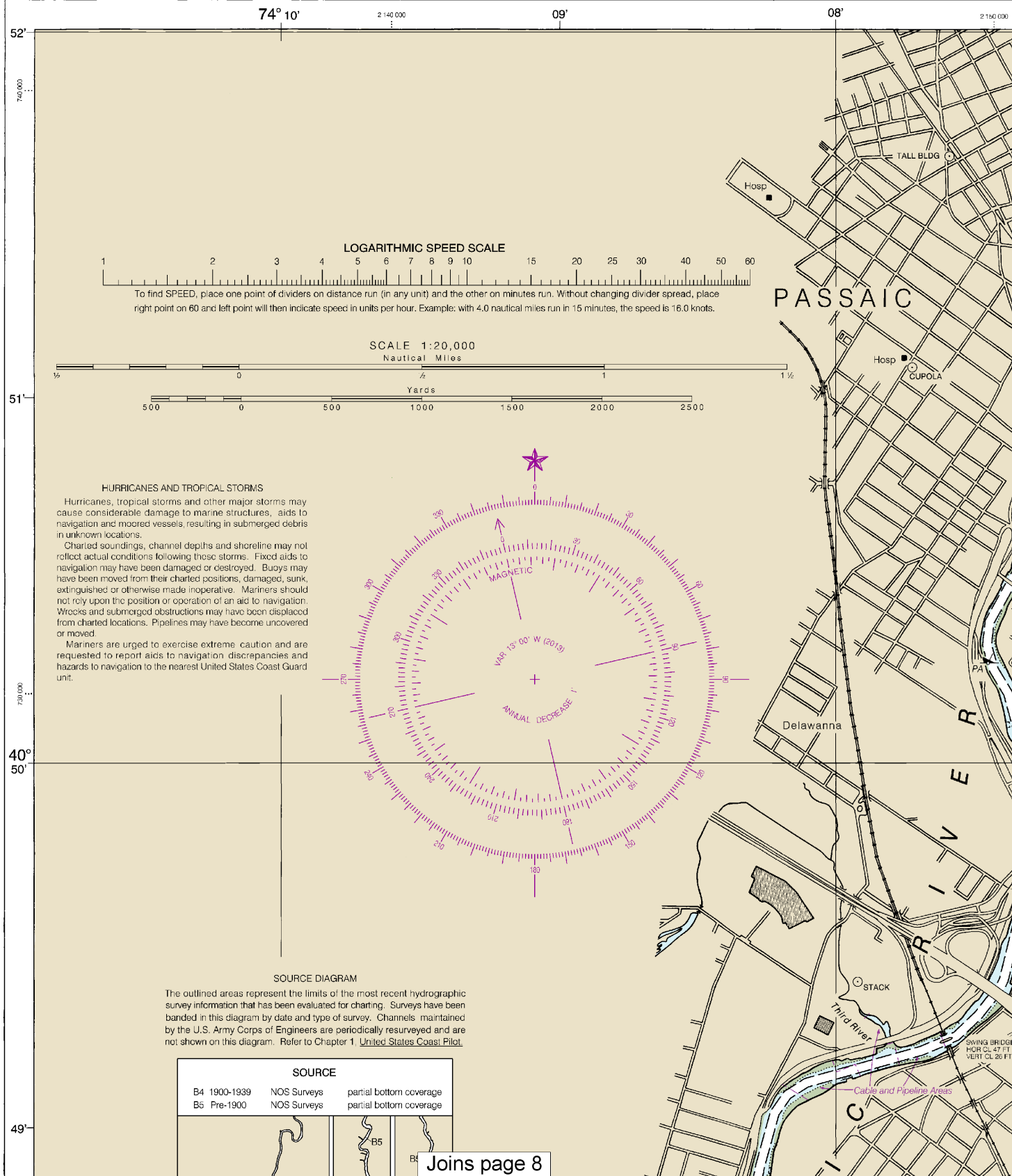


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

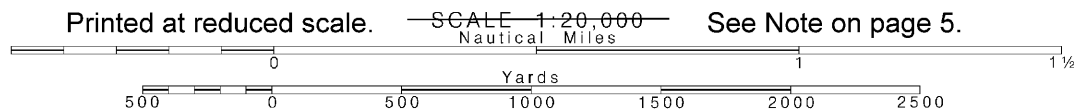
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

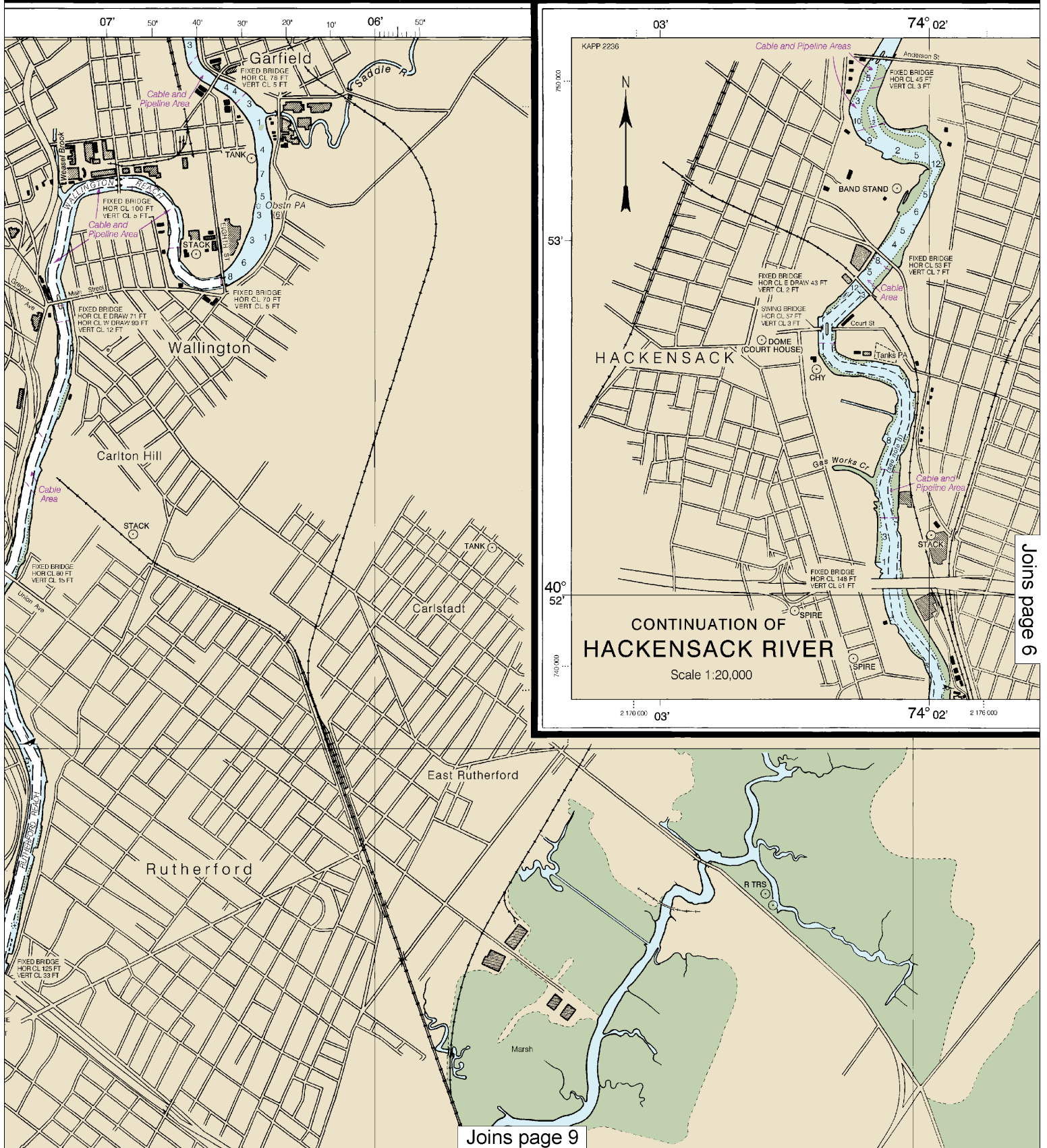
12337



4

Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

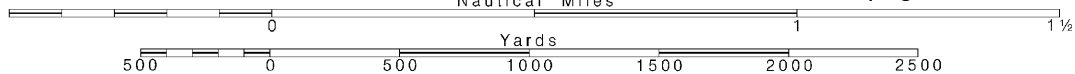
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

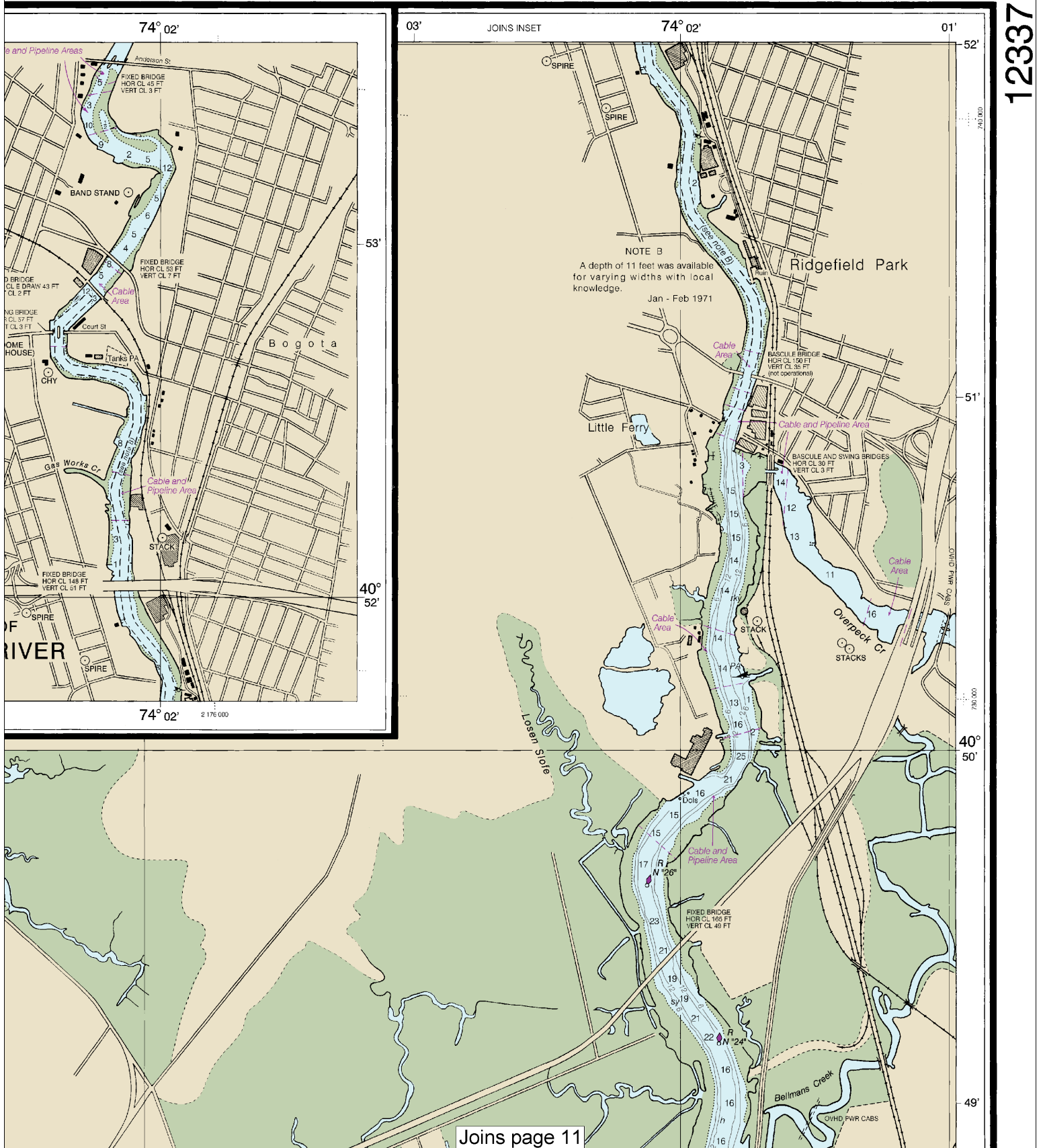
SCALE 1:20,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

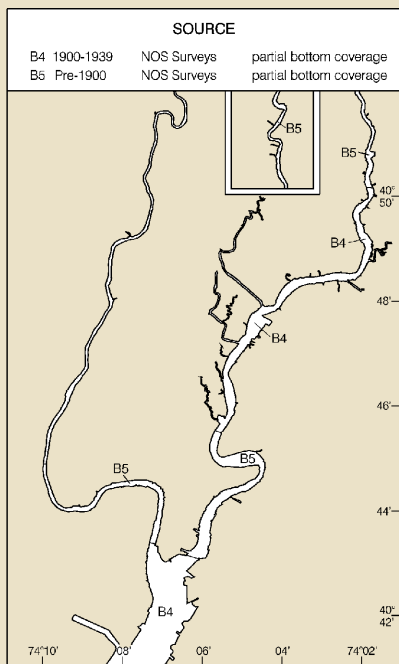
12337



Last Correction: 1/6/2016. Cleared through:
 LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

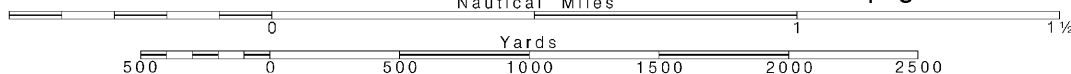
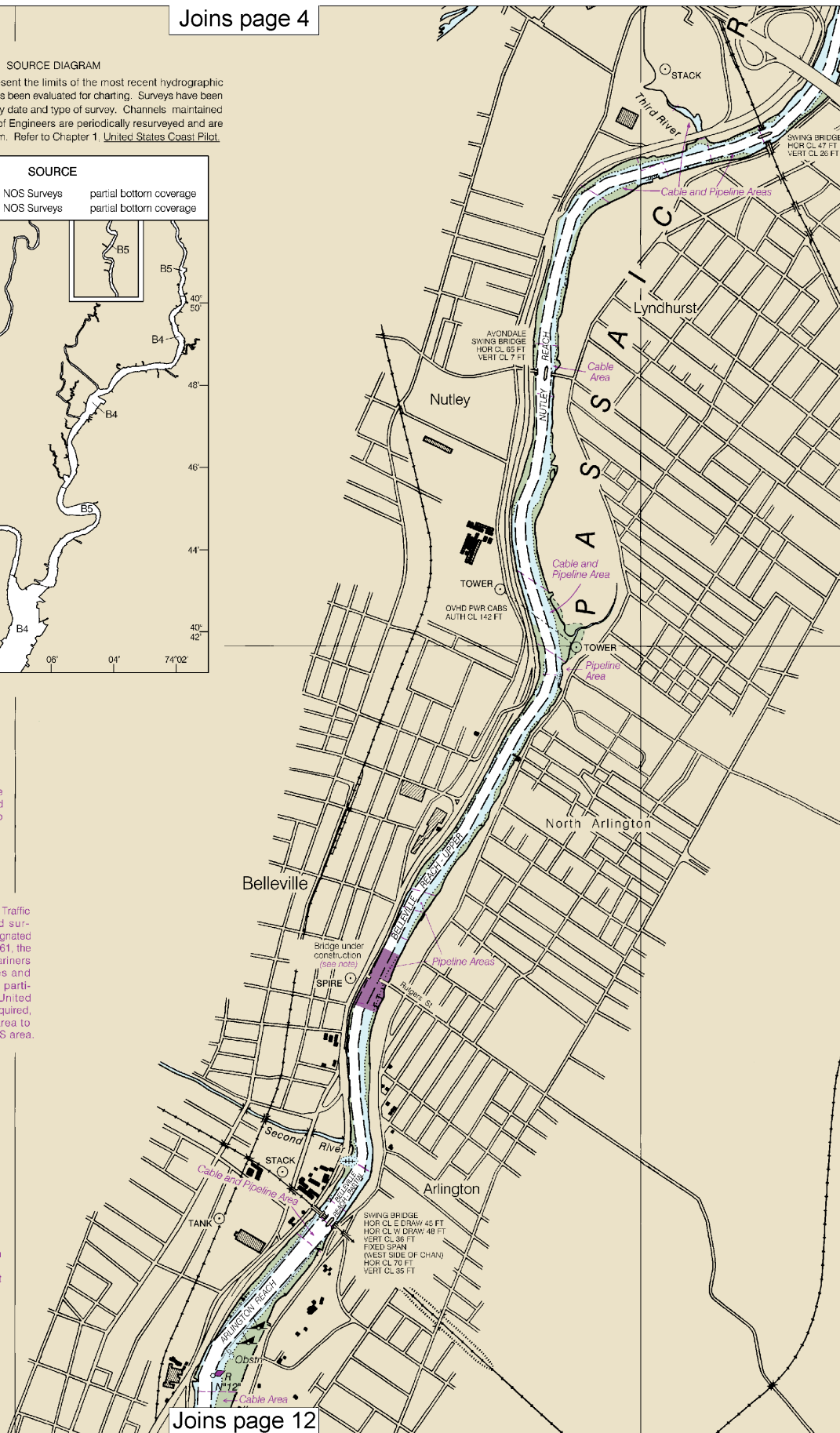
CAUTION

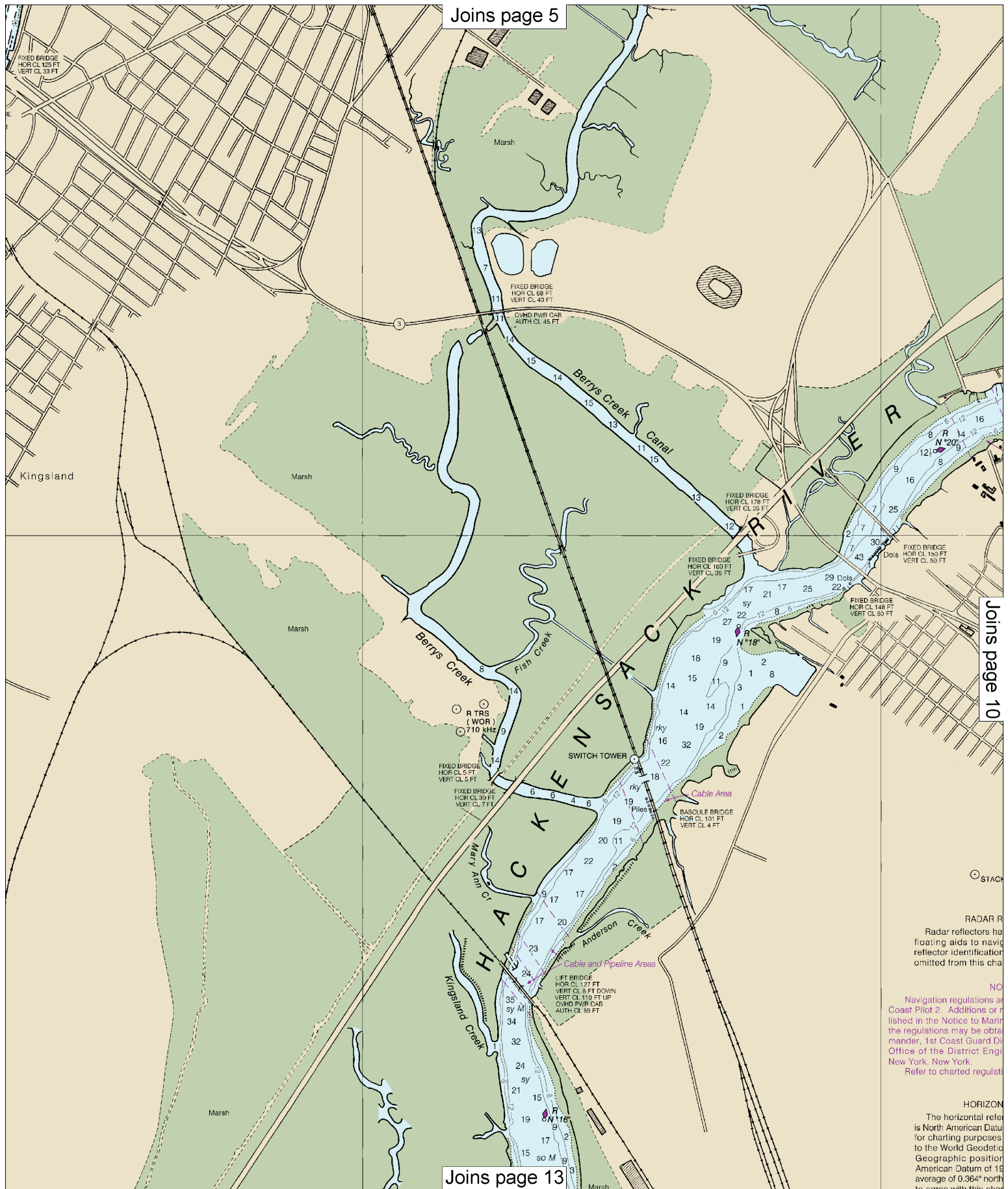
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.





Joins page 5

Joins page 10

Joins page 13

STAC
RADAR R
Radar reflectors ha
floating aids to navig
reflector identification
omitted from this cha
NO
Navigation regulations at
Coast Pilot 2. Additions or r
lished in the Notice to Marin
the regulations may be obta
manner, 1st Coast Guard Di
Office of the District Engi
New York, New York.
Refer to charted regulat
HORIZON
The horizontal refer
is North American Datu
for charting purposes
to the World Geodetic
Geographic position
American Datum of 15
average of 0.364" north
to agree with this cha

Joins page 6

Joins page 9

Joins page 14

Joins page 6

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Joins page 14

Joins page 6

Joins page 9

Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.

Nautical Miles

Yards

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.

Nautical Miles

Yards

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.

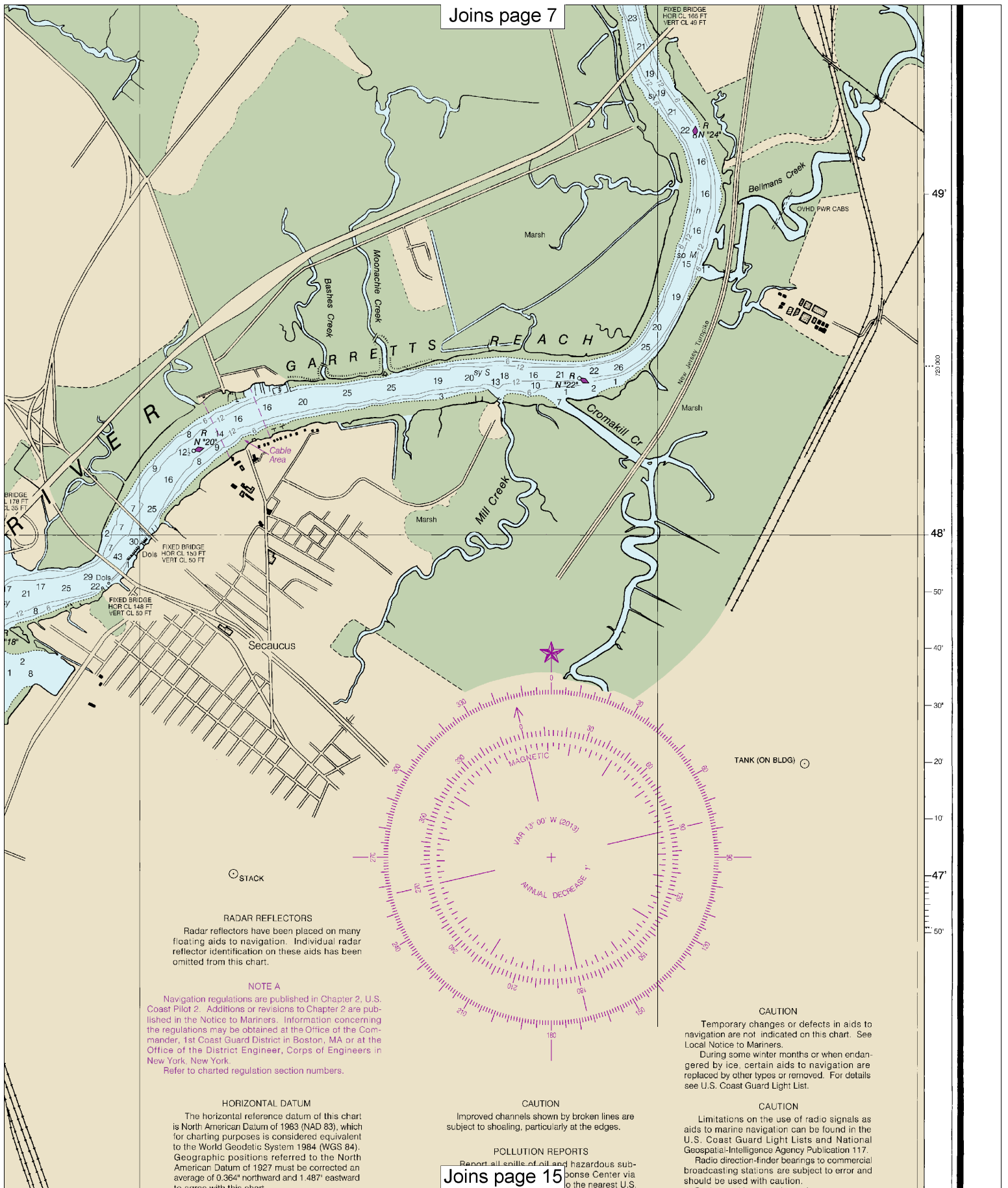
Nautical Miles

Yards

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.

Nautical Miles

Yards



For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 8



Joins page 16

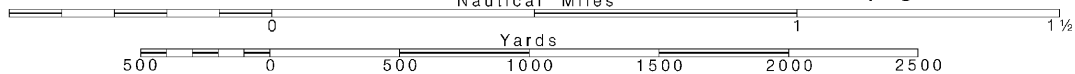
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





omitted from this chart

Navigation regulations are published in the Notice to Mariners. The regulations may be obtained from the Office of the District Engineer, New York, New York. Refer to charted regulations.

HORIZON

The horizontal reference is North American Datum of 1983 for charting purposes to the World Geodetic System 1984. The average of 0.364" north to agree with this chart.

Limits and asst

36

Hyd Survey, Guard.

Joins page 14

Joins page 17

JERSEY CITY

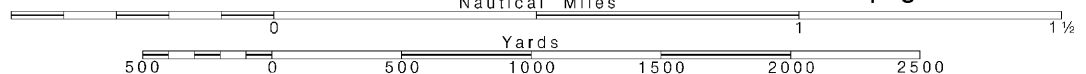


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.364" northward and 1.487" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

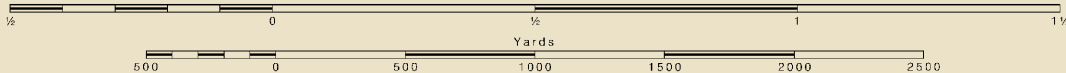
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

SCALE 1:20,000

Nautical Miles



ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

(36) (37) GENERAL ANCHORAGES.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NEWARK BAY CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015 AND SURVEYS TO SEP 2015							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) DEPTH (FEET)
NEWARK BAY							
MIDDLE REACH (NORTH)	36.0	37.7	32.8	25.7	8-9-14	800-965	0.53 40
NORTH REACH	21.5	21.4	16.9	6.0	8-9-14	500-1030	1.37 35
PORT NEWARK BRANCH REACH	23.5	33.5	33.7	25.0	8-9-15	1785-400	0.40 40
PORT NEWARK INSHORE REACH	32.4	32.5	30.9	30.6	8-9-15	400	1.06 40
PORT NEWARK PIERHEAD REACH	30.8	29.8	29.8	26.9	8-9-15	300-750	0.65 40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PASSAIC AND HACKENSACK RIVERS CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015 AND SURVEYS TO OCT 2015							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
PASSAIC RIVER							
KEARNY POINT REACH	13.8	13.7	9.5	11-12-13 2,3-14	300	1.00	30
POINT NO POINT REACH	0.9	5.5	9.9	11-12-13 2,3-14	300-345	1.13	30
HARRISON REACH	+0.4	5.4	0.5	11-12-13 2,3-14	300-390	1.67	20
NEWARK REACH	0.5	8.5	2.6	11-12-13 2,3-14	300	1.28	A20
KEARNY REACH	0.5	9.0	+1.1	11-12-13 2,3-14	300	0.85	A20
ARLINGTON REACH	2.7	8.6	0.8	11-12-13 2,3-14	200-250	0.69	16
BELLEVILLE REACH - PARTIAL	0.2	3.7	8.3	11-12-13 2,3-14	235-205	0.15	10
BELLEVILLE REACH - UPPER (C)	2.0	2.3	11.0	1-04	150	1.3	10
NUTLEY REACH (C)	7.1	5.9	3.3	1-04	150	1.7	10
RUTHERFORD REACH (C)	4.0	7.6	4.2	1-04	150	2.2	10
WALLINGTON REACH (C)	+1.6	0.7	+1.2	1-04	150	0.9	10
HACKENSACK RIVER							
DROYERS REACH	28.7	23.4	17.8	10-15	300-500	1.55	632
MARION REACH	24.5	25.6	18.4	10-15	300-370	1.81	632
TURNING BASIN	14.2	14.2	14.2	10-15	IRREGULAR	0.23	25

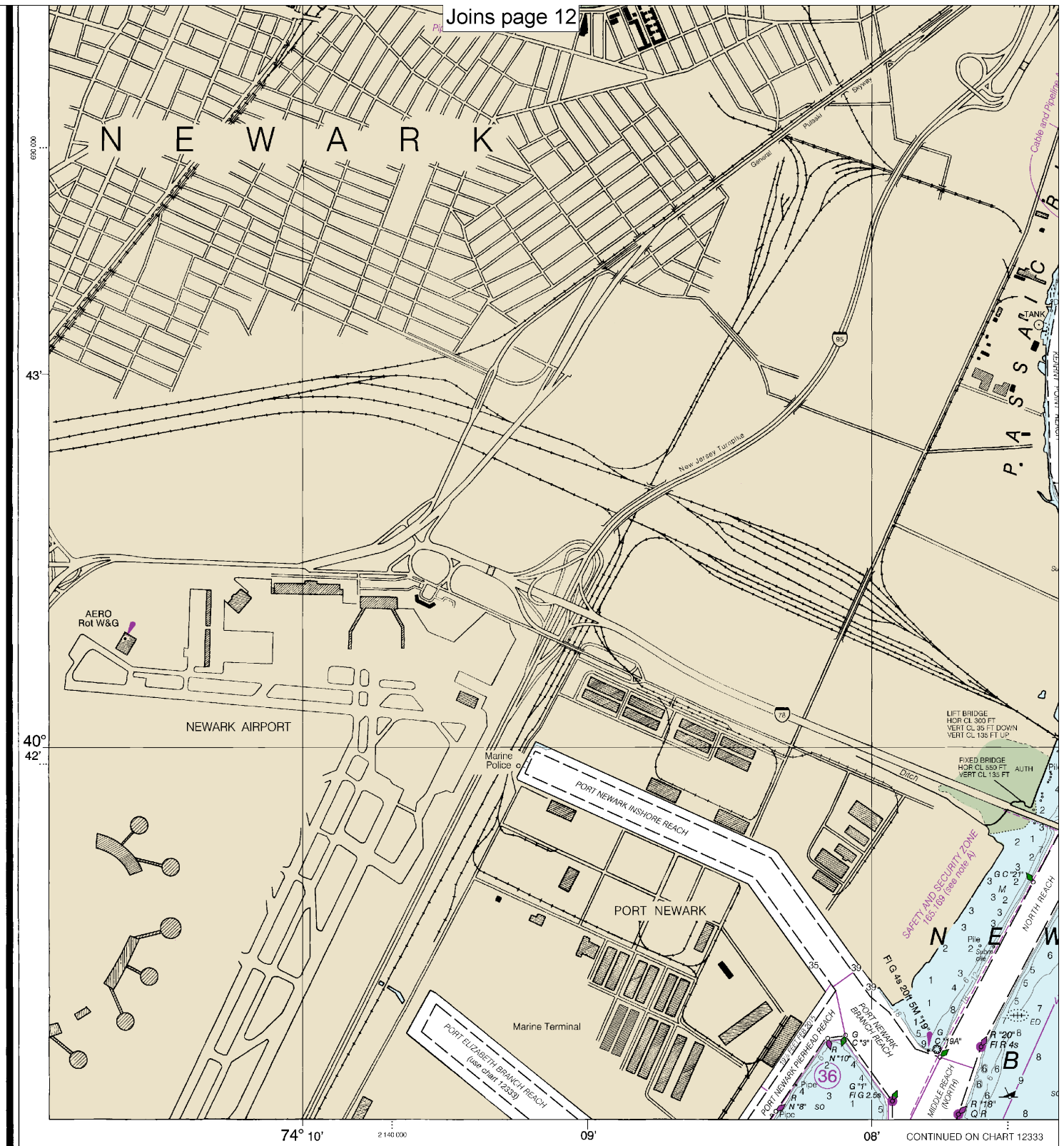
A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 19

JERSEY CITY



24th Ed., Feb. /13

12337

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov

Last Correction: 1/6/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

SOUNDINGS IN F

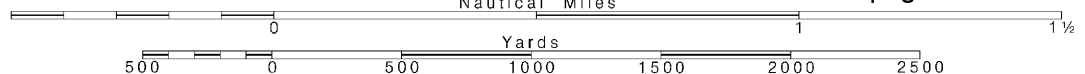
16

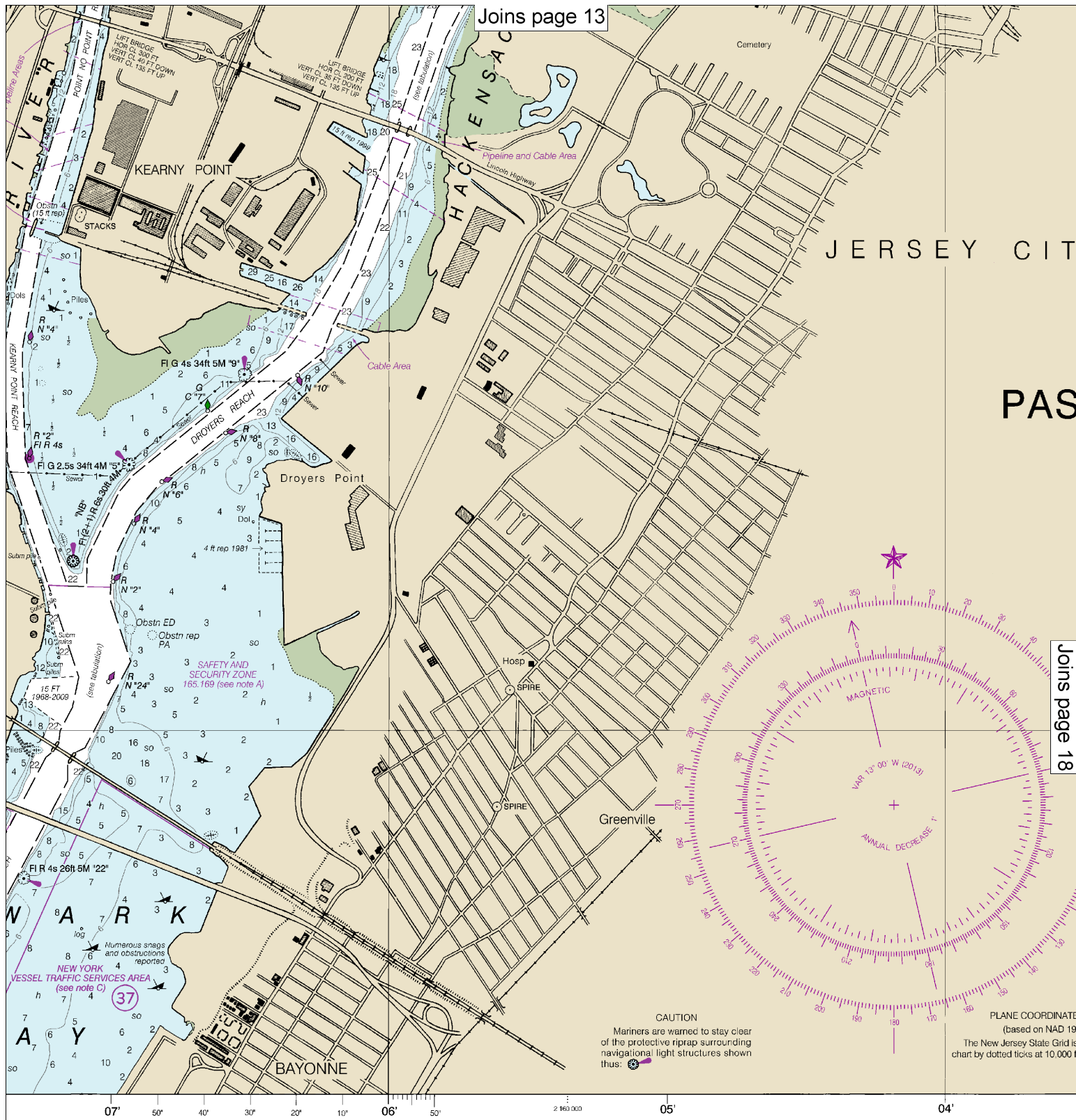
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

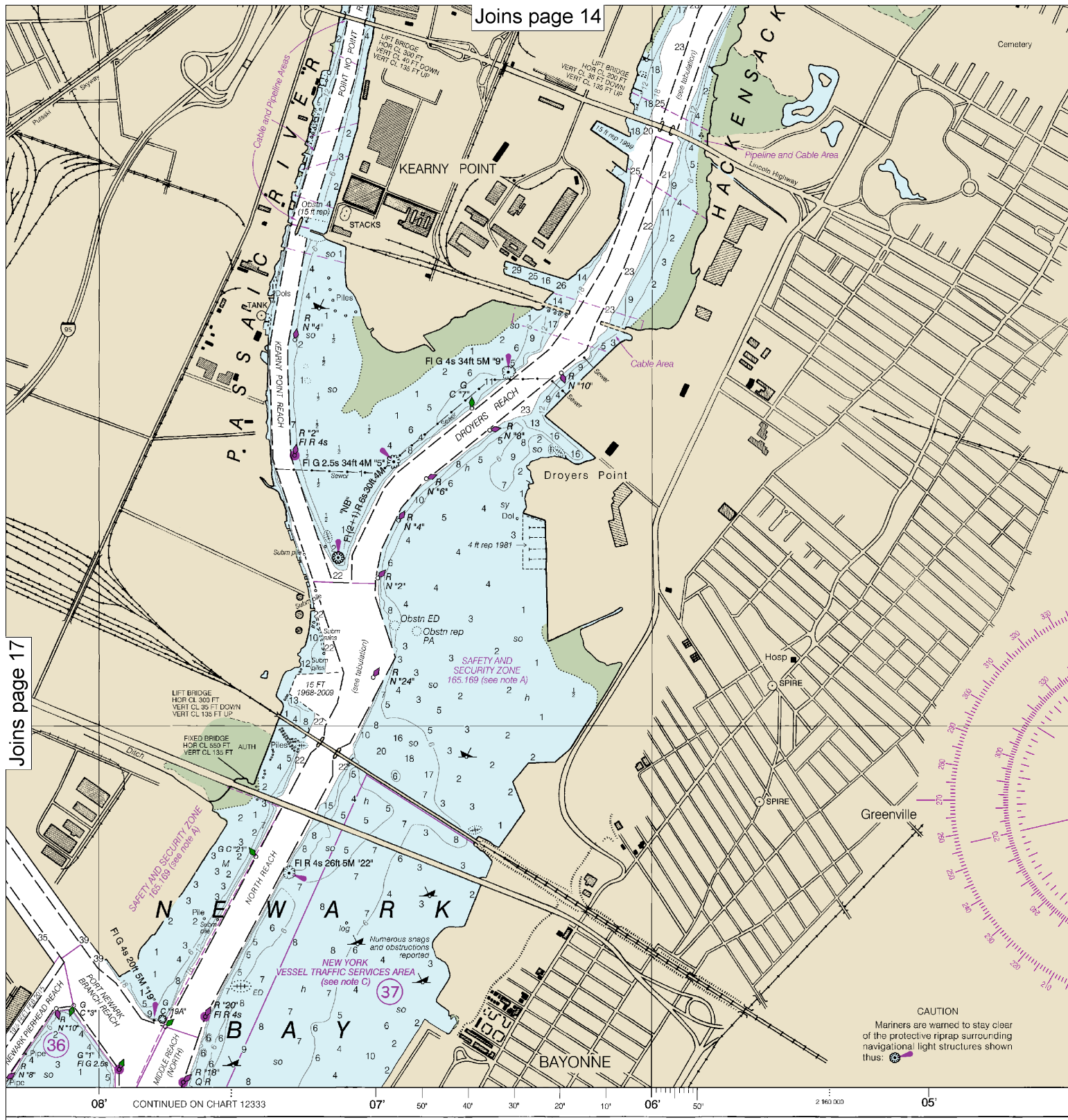




FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12
FEET	6	12	18	24	30	36	42	48	54	60	66	72
METERS	1	2	3	4	5	6	7	8	9	10	11	12



SOUNDINGS IN FEET

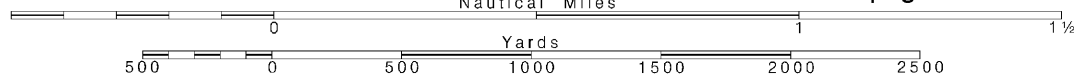
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



WALLINGTON REACH (C)				Joins page 15				1-04				150 0.8 10			
HACKENSACK RIVER				28.7	23.4	17.8		10-15		300-500	1.55	B32			
DROVERS REACH				24.5	25.6	18.4		10-15		300-370	1.81	B32			
MARION REACH				14.2	14.2	14.2		10-15		IRREGULAR	0.23	25			
TURNING BASIN															

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
 B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
 C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



UNITED STATES - EAST COAST
NEW JERSEY

PASSAIC AND HACKENSACK RIVERS

Mercator Projection
Scale 1:20,000 at Lat. 40°47'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Port Newark Terminal	(40°41'N/74°08'W)	feet	feet	feet
Newark, Passaic River	(40°44'N/74°10'W)	5.7	5.3	0.2
Hackensack, Hackensack River	(40°53'N/74°02'W)	5.9	5.5	0.2
East Rutherford, Passaic River	(40°51'N/74°00'W)	6.6	6.3	0.3
		6.5	6.1	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet, from <http://tidesandcurrents.noaa.gov>. (Jan 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mar marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

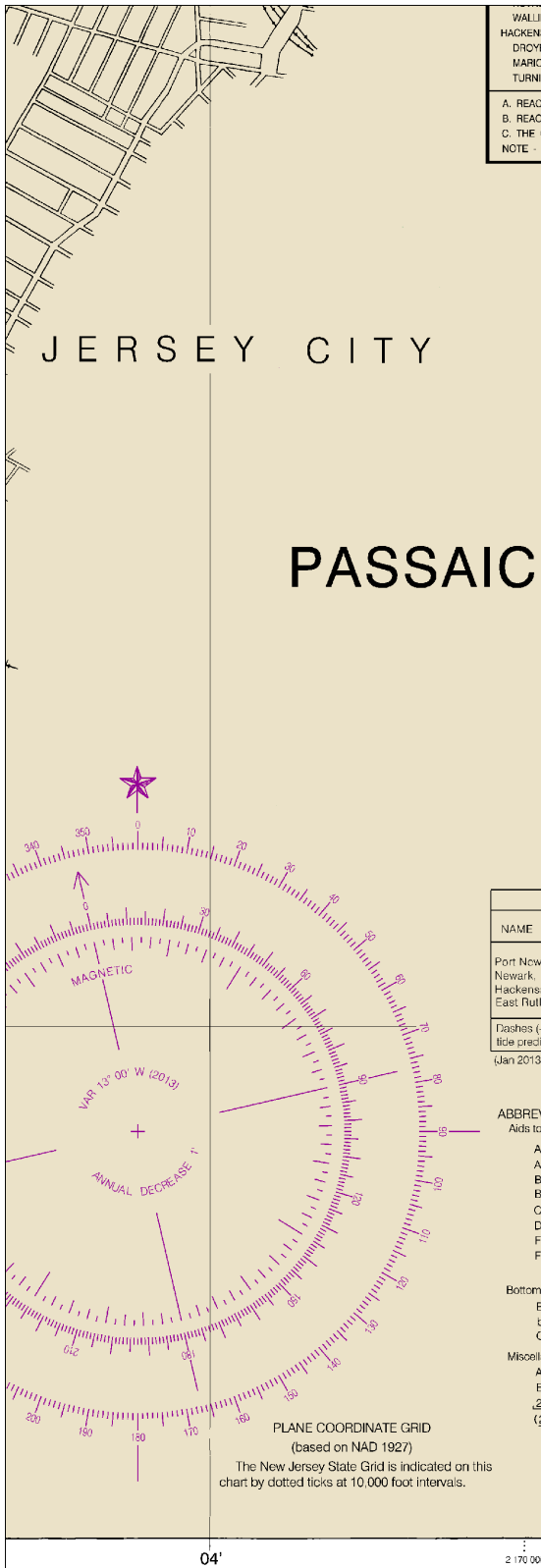
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rcp reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Passaic and Hackensack Rivers
SOUNDINGS IN FEET - SCALE 1:20,000

12337



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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